









## FROM OUR EXCHANGES.

(From Dutch Sources.)

## War News.

THE HAGUE, November 27th.

Further reports regarding the action at Graspan show that General Lord Methuen's force occupied the hills around, in the evening, by overpowering numbers. The Boers, who were Free States, retreated for strategic reasons in good order taking their artillery with them. The combatants on both sides were quite exhausted. The British troops had to rest the next day. Graspan is now in heliographic communication with Kimberley. The advantages gained by General Lord Methuen at Graspan were secured at the cost of heavy losses, mainly suffered by the naval brigade which took part in the action with heavy artillery. The Afrikaners in Barkly West (Cape Colony) have joined the Transvaalers. Queenstown has been occupied by the Free States. The Boers under General Buller have retired to Greytown, probably for the purpose of preventing the British from crossing the Tugela River. The Free States have occupied Stormberg in Cape Colony, and have taken up a position southwards. The Cape Afrikaners have interrupted both telegraphic and railway communication between that place and Cape Town. President Kruger's health is arousing uneasiness; he is suffering from kidney disease.

November 28th.

The Governor of Natal reports that the Boers there have retreated from West, a town eastward of Ulundi, and that the advancing British force is now three miles to the north of the Modder River. The British newspapers state that General Lord Methuen has taken Honeyest-Kloof station to the north of Graspan with two millions of cartridges. The Times says that the Boers, notwithstanding that they have retreated into the northern part of Natal, have a large force stationed between Estcourt and Maritzburg where General Buller has arrived. The Boers near Estcourt have blown up by means of dynamite, the middle railway bridge at Frere. It is officially announced that the total British loss at Graspan amounted to 200 men, including the 9th Lancers whose main body seems to have been surprised and made prisoners by the Boers. The naval brigade there seems also to have fallen into an ambush during the action.

President Kruger has protested to the consuls of the different Powers represented at Pretoria against breaches on the British side of the war conditions laid down in the Geneva Convention. These breaches were very glaring above all in the action at Willow Grange near Estcourt. In the action at Bevoersdorp near that place the British lost one hundred men.

November 29th.

The British War Department keeps a disquieting silence which draws more attention now on the telegraph lines. The British troops under General Lord Methuen lost five hundred men at Belmont. The total British loss during the campaign amounts now to 3,500 men. The main body of the force under General Gatacre is at Potterskraal, in the north of Cape Colony. The various commands of General Joubert's troops are posted at Ladysmith, on the bank of the Tugela River, in the country to the east of Maritzburg, and near Estcourt. Cronje's troops are posted near Kimberley and on the banks of the Modder River. A rumour is current that Ladysmith has fallen.

On Monday there was a battle which lasted ten hours in which General Lord Methuen's troops compelled 8,000 Boers to retreat to the Modder River. A British column crossed that river. The British lost 1,500 men in killed and wounded. The Boers lost 100.

It is reported from Berlin that the British Government has recognised the two Boer Republics as belligerents.

Britain has warned Russia and France against intermeddling on their part. It is also intended to set on foot a naval demonstration against France.

November 30th.

Commandant Cronje is marching with four thousand men against Lord Methuen. Mr. Chamberlain states that it is intended to raise the strength of the army in South Africa to twenty thousand men. The British have restored railway and telegraph communication to the Modder River. The Echo de Paris is informed, on good authority, that the Emperor William strongly condemns Mr. Chamberlain's policy, and has declared that he will not allow the independence of the two Boer Republics to be used to the detriment of his own.

At the action at Modder River, General Lord Methuen lost twenty per cent. of his troops. Almost all the officers of the naval brigade have been killed. Some of the Guards regiments lost half their officers. Cronje is now awaiting Methuen's troops at Spytfontein. The Boers investing Kimberley have mostly proceeded there. They are threatening the right flank of Methuen's force. Mr. Chamberlain has spoken glowingly of a triple alliance between Germany, Britain, and the United States. The Hamburg Correspondent, a German newspaper, argues in favour of a such utterly selfish policy on the part of Germany. Lord Charles Bessford sharply censures in the Westminster Gazette, Mr. Chamberlain's ideas regarding a German-English alliance. The Times has also, in more moderate terms, expressed disapproval of Mr. Chamberlain's plans.

December 1st.

The Times is informed from London that there is a prospect of General Lord Methuen advancing upon Bloemfontein. That journal observes that Bloemfontein is a well secured against attack from the south through the measures taken by the Afrikaners who are preventing General Gatacre and French from advancing northwards. The Deutsche Zeitung asserts that General Lord Methuen's army is inactive and powerless from lack of cavalry reinforcements of which are awaited. The Times reports from Natal that British columns from Frere have again been beaten back by the Boers. The Daily Mail says that the Boers have been prevented from destroying the bridge over the Tugela River. The British newspapers now admit that the capture of a stock of cartridges by General Lord Methuen's army at Honeyest-Kloof is pure invention. That General Methuen with his victorious army is now probably isolated and cut off from his base of operations.

The leading American papers are not taken with Mr. Chamberlain's speech about the alliance. Some of them say that he has only been boasting on the subject. Lord Rosebery sharply censures the way in which Mr. Chamberlain spoke of France.

General Buller's army.

The forces of which Sir Redvers Buller will be Commander-in-Chief exceed in number any army of English-speaking British soldiers that ever took the field. If we forget for a moment that Mariboroug was in reality an English officer allowed to receive a commission as General-in-Chief from the Dutch Government, and consider him as a purely British General, we shall still find that Sir R. Buller will command the largest army of English-speaking British soldiers that ever took the field.

manding three times as many English soldiers as Marlborough had at Blenheim. He will command nearly twice as many English soldiers as Wellington ever put into line in any battle in the Peninsula. If in the ensuing operations we are successful, there will be no foreign troops, no non-English-speaking troops—as was always the case with Marlborough, Wellington, Raglan, and the great Anglo-Indian generals—to share the credit, and it must be said, in the event of failure, for foreign troops to bear the blame. In fact, the present expedition to South Africa is, as regards numbers of soldiers, the greatest that Britain, or perhaps any other country, has ever sent across the ocean. The American expeditionary armies in the late war were not so large, apart from subsequent reinforcement.

## Basutos and Boers.

One hundred and fifty Basutos, including a son of Leratodi, the paramount chief, arrived at Burgersdorp on the 17th of October from Johannesburg, having walked from the Free State border. They complain that they were robbed of all their money at Kromstad, and that some of them were sjamboked (whipped with thongs of rhinoceros hide). As they were utterly destitute they were supplied with four loaves each by the magistrate. They gave three cheers for the Queen, and proceeded to Basutoland, singing their war chant.

## FROM OUR STRAITS EXCHANGES.

## France and China.

HONGKONG, Dec. 7th.

Fearing retaliation in connection with the Kwang-chau war, the French Consular officials have left Hanoi.

## Mat Salleh Aggressive Again.

LABUAN, Dec. 7th 9 a.m.

Mat Salleh is at Pappir, with 200 men in a strong fort.

Mrs. F. G. Atkinson, District Officer, has been joined by Sub-Commandant Dunsey, of the B. N. Borneo Police, and together they have 40 Sikh Police.

## Perak News.

There will be some difficulty in getting a cricket team to go to Singapore at Christmas, as Messrs. Atwell, Bagnall, Fox, Hubback, Juggall, and Spink are unable to accept places in the eleven. It is also possible that Mr. Bradbury will be unable to get away.

Colonel Walker evidently intends to take his Straits cricket XI to Rangoon in January next, as Mr. R. M. McKenzie has been asked by telegram if he will play.

As Mr. A. Murray, Colonial Engineer, Straits Settlements, has deferred his departure, Mr. Caulfield does not go to Singapore until February next.

A tiger is reported to be lurking in the pass between Tanying and Kuala Kangsar. It is said to have attacked a man and some beasts. Messrs. W. S. Gibson and R. Kettle, two new Cadets, have arrived from home.

The Rev. F. S. B. Fremont has returned to Tanying looking very fit and well after a holiday in England.—Perak Pioneer.

## THE LORD CHIEF JUSTICE OF IRELAND AND THE WAR.

The Lord Chief Justice of Ireland, who has displayed on the occasions a considerable knowledge of military history and science, takes a lively interest in the progress of events in South Africa. When he was in London, before the sittings opened, he frequently called at the War Office for news, and he has recently addressed an interesting communication to a Belfast newspaper relative to the battle of Glencoe. Aply enough he recalls a striking passage in Napier's History of the Peninsula War, in which an exceedingly vivid word picture of the storming of the hill at Albuera by part of the British army. The passage concludes as follows: "The rain flowed after in streams discoloured with blood, and 1,500 unwounded men, the remnant of 6,000 unconquerable British soldiers, stood triumphant on the fatal hill." Although Sir Peter O'Brien displays a not unwarlike partiality towards the Irish troops who are now campaigning in South Africa, he bestows high praise on all soldiers who fought at Glencoe, Dundee, Elandslaagte, and Ladysmith.

## SIEGES.

The laws of war with regard to sieges is probably on the whole, one of the subjects which has been most often discussed during the formation of rules of civilized warfare. The universal horrors of a Greek or Roman siege are well known. When a town was taken by storm, the whole of the population was liable to be put to the sword, though in practice the women and children were more usually sold as slaves, as being more profitable to the conqueror.

In modern times sieges and storms show an advanced humanity, as they have become less intolerable. It has come to be a recognized principle that forts should receive different treatment to fortified towns containing a large civil population, which have been temporarily included in the lines of the enemy. Artillery fire is frequently concentrated solely on the batteries with a view of saving the civil population from bombardment. Wellington was of the opinion that his own as a fortified town had been stormed, the modern usage was to let the soldiers have full licence. Napier, on the contrary, says: "Let the plunder of a town after an assault be expressly made criminal by the laws of war with a due punishment attached; let a select, permanent body of men, receiving higher pay, form a part of the army, and be charged to follow storming columns with power to inflict death, if necessary, and with such regulations, the storming of towns would not be productive of more military disorders than the gaining of battles in the field."

Again, in reference to sieges and bombardments, fortified places alone are liable to be besieged. Undefined houses, villages, &c., cannot be bombarded or attacked. When towns are besieged, it is the duty of the besieged to indicate in a particular manner that it is so—that is, by special visible signs, which they must notify before hand. A town taken by storm will not be given up to the victorious troops to plunder.

When a town is taken by storm, it is modern practice to regard the civil population in the light of ordinary non-combatants, and the war is not always the case. Long after it had become the practice to allow quarter in war, an example was sometimes made of prisoners who had shown any special obstinate resistance. During the Cromwellian wars, the garrisons of any fortified towns were always, before siege operations were commenced, offered the alternative of marching out with their arms, or preparing themselves to die in the event of the place being taken. In practice, however, it was not usual during the great Rebellion to deny the garrison quarter, even though a place was taken by assault. It was only in Ireland that Cromwell actually did put garrisons to the sword.

## CONTINENTAL OPINION.

WHAT THE FRENCH PAPERS HAVE SAID.

The view of the Paris *Liberte* is that if ever a war called for European intervention it is the present one, but adds that there is not the slightest hope of any such thing, for the German Emperor refuses, and the French Government has not the pluck—such is the word of the *Liberte*—to intervene. The arrogance and bad faith of Englishmen have made them intolerable to everybody, and if proof were needed, the impression left in Europe by the defeat of Ladysmith would suffice. The idea of taking advantage of the present circumstances to preserve themselves once for all from British aggressions has taken root in St. Petersburg as well as in Paris and Berlin, but the *Liberte* is willing to admit that the hope of a Franco-Germano-Russian understanding is for the moment chimerical.

Some newspaper critics in Paris (Nov. 2) regard the whole British Empire as now on its legs, and say that, if only the Powers should show a little spirit and accept on the occasion, Great Britain's role would be ever. "Now is the time for France and Russia," exclaimed the *Journal*, and then proceeds to ask, "Will they take it?" "Whatever may prove the outcome of the present struggle," says the *Rappel*, "it is already apparent that an anti-British combination is inevitable in the near future." "No one is sorry for the British," says the *Autour*. "The hour of reckoning has come, and Great Britain cannot escape her just doom."

The British Empire is effete with the mould of centuries, upon her exhausted *Echo de Paris*. "How can the British, with their antiquated resources, hope to be able to cope with the vigorous young nation of the Boers?" But there is a different tone struck in an article by Mr. Clemenceau, who says: "Because the English have lost 2,000 or 3,000 men at Ladysmith [800 as a matter of fact] I see certain French journalists are going mad. Some compare the stoical attitude of the Londoners in the presence of this trifling disaster with the public agitation in Paris on the morrow of Langensol, and they conclude therefrom that we are a people without firmness or fortitude. It is enough to reply that an imposing army of rescue is to land within a few days on African soil. This makes a difference. I see also that some writers are making scolding comments on this capitulation of 2,000 men in the open after a battle of seven hours. Alas! we have had worse than these."

## SOME GERMAN VIEWS.

The *Reinhold Nachrichten* is a journal addicted to Anglophobia. Yet he says: "Germany's interests do not require the side of England to be taken nor does England at all need it, but at the same time, they do not allow a prudent, far-sighted policy on the part of Germany to unnecessarily irritate England. Other people would then reap where we had sown. The defeat at Ladysmith and the loss of 2,000 men are, of course, very unpleasant for the feelings of a great nation, but the loss is comparatively insignificant, and the number is not sufficient to exercise the slightest influence on the policy of Great Britain."

The opinion of the *Hamburgische Correspondent* was that Germany has not the slightest excuse for wishing to drive the German Government into a conflict with England. "Do these wisacres believe that all ideas of revenge have been abandoned in Paris, and do they not suspect that on the Neva, as on the Seine, there would be greatest jubilation were Germany so maladroit as to snatch other people's chestnuts out of the English fire? And do these most German of all Germans utterly fail to understand that a harsh opposition to England would drive us into the arms of Russia, and that our own breath would come short, and fast? Germany must maintain a policy of independence."

## MISCELLANEOUS NEWS.

The *Reinhold* says it can no longer be denied that the French schemes on Lake Chad have broken down. Columns started from three different points to march on a central point, but the French army mission will be the only one to reach there, and how it can ever return in safety is now a problem that is seriously occupying the authorities.

In denouncing as absurd the rumour which was being persistently circulated at St. Petersburg, that Herat had been occupied by Russian troops, the *Seif* observes that Russia is too serious in her political procedure to indulge in startling strokes and surprises.

Preparations are already being made for laying down a new battleship on the shipyard at Chatham, vacated by the *Fennimore*. The new vessel will be named the *Albatross*. It is stated that Lord Hawke has been asked to take the next English team to Australia, which will leave England in September, 1900, under the auspices of the Marylebone Club, and that there is every probability that his lordship will accept the invitation.

It has been decided after all, that the *Colombo* shall not go to Europe for the Mediterranean and British regatta. She would be at a disadvantage under the British time allowance rules, and would have to concede 45 minutes to *Metor* over thirty miles, and more to *Thos*.

A rumour is afloat that the Russian-Chinese Railway Company has ordered from British and Netherlands ship-builders six new quick steamers for a regular service between Port Arthur, Shanghai, and Nagasaki, to be opened in the spring of 1900.

The Suez Canal Company has fixed the amount of excess dividend to be paid on various coupons falling due on January 1st 1900, as follows:—On ordinary shares £47,500 gross, £34,556 net; on actions de jouissance £35 gross, £31,923 net; on founders' shares £19,718 gross, £16,248 net.

The Crown Prince of Siam, who has been privately educated at Cambridge and Frintley, and has passed two terms at the Royal Military College at Sandhurst, proceeds to Oxford about the middle of this month, and will there continue his English training for two years.

## NOTANDA.

## CALENDAR.

Meteorological means based on fifteen years' observations to 1895.

Barometer ..... 30.181  
Thermometer ..... 62.4  
Humidity ..... 64  
Rainfall ..... 0.985

## TO-DAY.

On date at 10 a.m. On date at 4 p.m.  
Barometer ..... 30.04 29.99  
Temperature ..... 72 67  
Humidity ..... 61 86  
Rainfall ..... 0 0

## TO-DAY.

Wednesday, 13th December, 1899.  
Chinese—11th of 11th moon of 25th year of Kwang-shi.  
Sun—Rises ..... 6hr. 32min.  
Sets ..... 5hr. 10min.

High water—Morning ..... 6hr. 16min.  
Afternoon ..... 6hr. 1min.  
Low water—Morning ..... 1hr. 20min.  
Afternoon ..... 1hr. 20min.

## ANNIVERSARIES.

1545—Council of Trent.  
1832—French flag hauled down from the Consulate at Canton by Chinese.  
1862—Confederate victory at Fredericksburg.  
1897—The Borneo rebel Mat Salleh repulsed; the expedition sent against him, killing Mr. Jones and 6 Sikhs.  
1898—Russia demands cession of Miao-tao Islands and Newchwang.

## TO-MORROW.

Thursday, 14th December, 1899.  
Chinese—12th of 11th moon of 25th year of Kwang-shi.  
Sun—Rises ..... 6hr. 32min.  
Sets ..... 5hr. 10min.  
High water—Morning ..... 6hr. 16min.  
Afternoon ..... 6hr. 1min.  
Low water—Morning ..... 1hr. 20min.  
Afternoon ..... 1hr. 20min.

## ANNIVERSARIES.

1845—Sikh War commenced.  
1851—Louis Napoleon elected President of the French Republic.  
1856—The mob set fire to the European factories at Canton.  
1861—Prince Albert died. (Prince Consort.)  
1878—Princess Alice died.  
1897—Collapse of a building in Hollywood Road; one life lost.  
1898—Sir William Harcourt resigns Liberal Leadership.

## AGENDA.

TO-DAY.  
5-6 p.m.—Practice for unenrolled draftsmen.  
6 p.m.—"E" Co., Company Drill at Headquarters.  
6-7 p.m.—Band Practice.  
TO-MORROW.  
2-5 p.m.—Magistracy—Adjointed Lamna piny.  
3 p.m.—Meeting of the Legislative Council.  
4 p.m.—N. Y. K. steamer *Ryūjin Maru* leaves for Victoria B.C.  
N. L. H. A. steamer *König Albert* leaves for Havre and Hamburg.  
4-5 p.m.—Football Rugby match at Happy Valley.  
5 for 5.30—Regular meeting of the Delicentia Lodge of Instruction.  
H.K.V.C. ORDERS.  
5.30—Trumpeter's Class at Headquarters.  
5.30—F.B. Company Drill at Kowloon Docks.  
5.30—"A," "B," & "C" Coys, Gun Drill at East Point.

FRIDAY, 15th.  
Cargo ex *Applid* subject to rent.  
Application list for shares in the New Great Eastern and Caledonian Gold Mining Co. closes.  
Noon—N. Y. K. steamer *Thabata Maru* leaves for Liverpool direct.  
Austrian Lloyd's steamer *Thabata Maru* leaves for Trieste.

4-5 p.m.—Football Challenge Shield 1st round.  
11.15 p.m.—"A" Coy R.A.F. & "B" Coy R.A.F. Happy Valley.  
Cargo ex *Thabata Maru* subject to rent.  
Cargo ex *MacDuff* subject to rent.  
H.K.V.C. ORDERS.  
5.30 p.m.—Signalling Class.

SATURDAY, 16th.  
P. & O. steamer *Japan* leaves for Plymouth, and London.  
4 p.m.—Football—Shield Tie, "A" Co. R.A.F. & "B" Co. R.A.F.  
4.30 for 5 p.m.—Regular meeting of the Perseus Lodge of Hongkong.  
Pacific Mail steamer *China* leaves for San Francisco.

9 a.m.—Concert at St. Andrew's Hall in aid of "Kowloon Institute" and "Star Coffee House." Cargo ex *China* subject to rent.  
MONDAY, 18th.  
Cargo ex *Thabata Maru* subject to rent.  
H.K.V.C. ORDERS.  
5.30—"E" Co. Launch leaves S. M. Pier, for Electric Lighting at Belchers.

TUESDAY, 19th.  
1 p.m.—Victoria Recreation Club Regatta.  
4 p.m.—Election by ratemakers of two members for the Sanitary Board.

WEDNESDAY, 20th.  
Noon—General meeting of the Hongkong Benevolent Society at the City Hall.  
1 p.m.—Victoria Recreation Club Regatta.  
C. P. N. steamer *Chingta* leaves for Sydney and Melbourne.  
N. P. R. steamer *Saint Irene* leaves for Victoria B.C. and Tacoma.  
C. & O. steamer *Strathgyle* leaves for San Diego (about).  
6 p.m.—"E" Co. H.K.V.C. Company Drill at Headquarters.

SHIPPING AND MAIL NEWS.

MAULS DUE.

Indian (*Suisang*) 10 a.m.  
American (*Doric*) 16th inst.  
Australian (*Chingta*) 16th inst.  
Indian (*Lightning*) 18th inst.  
Australian (*Taiyuan*) 18th inst.  
French (*Caledonia*) 19th inst.  
American (*Nippon Maru*) 23rd inst.  
Canadian (*Empress of China*) 25th inst.  
Australian (*Taiyuan*) 31st inst.

The Silk ex N. P. S. S. Co's steamer *Frederick* arrived in New York on the 7th inst.

The C. N. Co's steamer *Chingta* left Moji this morning and is expected in Hongkong on Saturday.

The O. S. S. Co's steamer *Antenor* left Singapore on 12th inst. and is due in Hongkong on 18th inst.

The O. & O. S. S. Co's steamer *Doric* with mails &c. left Shanghai for this port this morning at the 13th inst. at daylight.

The N. Y. K.'s steamer *Kagoshima Maru* (Bombya Line) left Singapore for this port on the 12th inst. and is expected to arrive here on the 21st inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

*Isla de Cuba* ..... at Kowloon—Dock.  
*Isla de Luzon* ..... at Kowloon—Dock.  
*Sila* ..... at Kowloon—Dock.  
*H. I. G. M. S. Hertha* .....  
*Rohilla* .....  
*China* .....  
*Nanyang* .....  
*Clara* .....  
*Triumph* .....  
*Powen* .....  
*D. Juan d'Austria* ..... Cosmopolitan.  
*Stenmiller* .....

## SHIPPING.

## Arrivals.

CHOWFA, British steamer, 1,055, J. Williamson, 12th Dec.,—Bangkok 2nd Dec., and Ang Hin 5th, General.—Butterfield & Swire.  
PRUSSIAN, German steamer, 3,278, R. Heintze, 13th Dec.,—Bremenhaven 1st November, Antwerp 5th, Southampton 6th, Genoa 14th, Naples 15th, Suez Canal 19th, Aden 24th, Colombo 1st Dec., Penang 6th, and Singapore 7th, Mails and General.—Melchers & Co.  
KÖNIG ALBERT, German steamer, 10,600, O. Coppers, 13th Dec.,—Yokohama 4th Dec., Mails and General.—Melchers & Co.  
METROO, Chinese steamer, 1,339, Frigate, 13th Dec.,—Shanghai 9th Dec., General.—C. M. S. N. Co.  
ANPING, Chinese steamer, 1,158, Barlow, 13th Dec.,—Tongku 5th Dec., and Shanghai 10th, General.—C. M. S. N. Co.  
FOOCHOW, British steamer, 1,255, H. Smaile, 13th Dec.,—Wuhu 6th Dec., Rice.—Butterfield & Swire.  
FORMOSA, British steamer, 674, J. Douglas, 13th Dec.,—Tamsui 9th Dec., Amoy 11th, and Swatow 12th Dec., General.—Douglas, Laprak & Co.  
TAMSAI MARU, Japanese steamer, 1,037, K. Sobajima, 13th Dec.,—Amoy and Swatow 12th Dec., General.—Mitsui Bussan Kaisha.  
CHENLOCH, British steamer, 2,097, James McGregor, 13th Dec., London 20th Oct., and Singapore 7th Dec., General.—McGregor Bros. and Gow.  
KWANG LEE, Chinese steamer, 1,505, R. L. Lincoln, 13th Dec., Canton 13th Dec., General.—C. M. S. N. Co.  
JAPAN, British steamer, 2,795, G. K. Wright, R.N.R., 13th Dec., Yokohama 2nd Dec., General.—P. & O. S. N. Co.  
KONG BENG, British steamer, 862, F. W. Joslin, 13th Dec.,—Haiphong 11th Dec., Rice and General.—Butterfield & Swire.  
HAKATA MARU, Japanese steamer, 3,813, F. L. Sommer, 13th Dec.,—Moji 8th Dec., General.—Nippon Yusen Kaisha.  
HOHMO, French steamer, 509, J. C. Gerard, 13th Dec.,—Pakhoi 11th Dec., General.—A. R. Marty.

Clearances at the Harbour Office.

*Salsolara*, American str., for Amoy.  
*Formosa*, British str., for Taiwan.  
*Taipei*, British str., for Hailow.  
*Kong Loo*, British steam-launch, for Macao.  
*Aladin*, German str., for Saigon.  
*Kongnam*, British str., for Canton.  
*Yochow*, British str., for Canton.  
*Chingta*, Chinese str., for Shanghai.  
*Appling*, Chinese str., for Canton.  
*Loyal*, German str., for Hongkong.  
*Tosai Maru*, Japanese str., for Yokohama.  
*Haiting*, French str., for Haiphong.

Departures.

Dec. 13, *Hongkong*, French str., for Haiphong.  
Dec. 13, *Loyal*, German str., for Hongkong.  
Dec. 13, *Taipei*, British str., for Hailow.  
Dec. 13, *Haiting*, French str., for Haiphong.  
Dec. 13, *Kong Loo*, British str., for Macao.  
Dec. 13, *Aladin*, German str., for Saigon.  
Dec. 13, *Kongnam*, British str., for Canton.  
Dec. 13, *Yochow*, British str., for Canton.  
Dec. 13, *Tosai Maru*, Japanese str., for Yokohama.

Passengers—Arrived.

—Per *Chowfa*, from Bangkok, &c.—33 Chinese.  
—Per *Appling*, from Shanghai—Capt. Banett, and 17 Chinese.  
—Per *Metoro*, from Shanghai—Capt. Lindsey and 5 others, 15 Europeans in 2nd class, and 15 Chinese.

—Per *Formosa*, from Coast Ports—Messrs. S. W. Richardson, Cho Tet Sui, Wong Hlop Sui and 2 servants, and 85 Chinese.  
—Per *Prussian*, for Hongkong from Southampton—Mr. and Mrs. Cottam and child, Mr. G. A. Mutton, and Mrs. V. D. Heyde. From Genoa—Messrs. Pichl, Munters, C. Pauli, H. Oldenburgh, Capt. Hémmer, Mr. and Mrs. Beauchamp, Mrs. Vietter (2), Misses Vietter, Miray, Eyre and Kewwick. From Penang—Messrs. A. J. Rose and R. C. Nickelsen. From Singapore—Messrs. S. J. Olschlag, T. Kelly, S. Karsenty and Cheak Teng. For Shanghai back Messrs. L. Kurat, H. Tapp and H. Fromm. From Antwerp—Mr. A. Paulsen. From Southampton—Mr. and Mrs. E. J. Cooper and 3 children, Mr. and Mrs. J. B. Cameron and 2 children, Rev. Mr. and Mrs. Walsh, 2 children and servant, Misses Brand (2), Misses Massey, Bateman, Riddell, Clarke, Messrs. T. L. Dawson and T. C. Hall. From Genoa—Mr. and Mrs. T. L. Scott, Mr. and Mrs. Sneathley, Mr. and Mrs. Watts Jones, Mr. and Mrs. M. Rohde, child and servant, Mrs. A. Knapp child, Misses L. Radewalle, E. Schmidt, A. Blass, and Mr. Kaufmann. For Nagasaki from Genoa—Mr. C. J. Suh. From Penang—Mrs. Olivia Tait and child. For Hongkong from Southampton—Messrs. M. and Mrs. Price and 2 children, Misses Golevy and Worthington. From Genoa—Miss Uchold. From Singapore—Messrs. K. Enomoto, T. Tschimoto and S. J. Hamawake. For Yokohama from Bremen—Mr. G. Melchers, and Miss G. Sandermann. From Antwerp—Mr. A. Peters. From Southampton—Mrs. M. Nott, Rev. Mr. and Mrs. Bely, and Miss Payne. From Genoa—Mr. and Mrs. Scheckenhof, and Dr. Zuzuki. From Colombo—Mr. C. Koppe. From Penang—N. D. Haal, and Mrs. Chuk Sang and child. From Singapore—Mr. and Mrs. van Lindholm, and Mr. G. Meyer.

—Per *Kong Beng*, from Haiphong—3 Chinese.  
—Per *Hakata Maru*, from Moji—Mr. D. L. Smith, Mrs. E. G. Smith, Messrs. A. Kyndron, J. A. Verhoff, 11 Chinese and 10 Japanese.  
—Per *Japan*, from Yokohama—Mr. and Mrs. Busch, Messrs. H. J. Taylor, H. R. Heam, Miss E. V. Low, Mr. and Mrs. Oswald, infant and amah, Messrs. H. W. Lawson, L. G. Goitz, L. Keith, C. Horner, Mr. and Mrs. L. Vanuxem, child and servant, Misses Vanuxem (2), Mrs. R. R. Terry, Misses Terry (4), Messrs. Pepperman, R. Bewick, G. Bock, W. A. Thurman, W. Robinson, and 4 Europeans in steerage.

STEAMERS EXPECTED.

*Suisang* ..... Singapore ..... To-morrow  
*Gisela* ..... Singapore ..... To-morrow  
*Vindobona* ..... Moji ..... To-morrow  
*Bombay* ..... Singapore ..... Dec. 15th  
*Doric* ..... Shanghai ..... Dec. 16th  
*Siam* ..... Kobe ..... Dec. 16th  
*Chingta* ..... Port Darwin ..... Dec. 18th  
*Taiyuan* ..... Singapore ..... Dec. 18th  
*Lightning* ..... Singapore ..... Dec. 18th  
*Antenor* ..... Singapore ..... Dec. 18th  
*Kagoshima Maru* ..... Singapore ..... Dec. 18th  
*Caledonia* ..... Singapore ..... Dec. 19th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Steamers Arrived" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish the office in the form already supplied gratis with the latest available information every day.



## Intimations.

**PHOTOGRAPHIC**  
PLATES, PAPERS, FILMS, KODAKS, CAMERAS,  
&c., &c., &c.

Coast Port Orders Executed.

**ACHEE & CO.,**  
FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. [1239]

## "CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:-

**THE VICTORIA DISPENSARY,**  
HONGKONG.

1247a]

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for  
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOID and ULCERATION  
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.  
Sold retail by all Chemists and Wholesale

by

**THE PETER SYS COMPANY,**  
(Proprietors and Sole Manufacturers),  
9, Old China Street,  
Shanghai.

12th October, 1898.

[1242]

## SETTING UP OF DISTILLERIES

Rice - Corn - Sugar-cane, etc.  
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories - Preserves Factories  
Laboratories of Druggists - Essences Factories  
**STEAM KITCHENS**  
ECROT & CRANCE, rue Mathis, PARIS

Apply to Messrs. Dodwell &amp; Co., Ltd., Hongkong.

THE GREAT EASTERN AND CALE  
DONIAN GOLD MINING  
CO., LIMITED.

RECONSTRUCTION.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS in the OLD COMPANY  
are reminded that unless they apply for  
SHARES in the NEW COMPANY on or before  
the 15th instant, they will FORFEIT their  
right to any Shares in the NEW COMPANY.  
Applications should be sent in at once to  
the Undersigned, from whom Forms can be  
obtained.

Dated the 5th Day of December, 1899.  
**LUTGENS, EINSTMAN & CO.,**  
General Agents.

WORTH A GUINEA A BOX.

## BEECHAM'S PILLS

FOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SUCH AS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AFFECTIONS.  
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:-  
**THOMAS BEECHAM, St. Helens, England.**

SOLE AGENTS for HONGKONG and the  
EMPIRE OF CHINA:-  
**WATKINS & CO.,**  
APOTHECARIES' HALL, 66, Queen's Road  
Central, Hongkong. [138]

## NOTICE.

NIGHT SCHOOL for EUROPEANS, by an  
EX-SCHOOLMASTER.  
Terms moderate, for Particulars apply  
c/o This Office.

Hongkong, 18th August, 1899. [1048a]

## Insurances.

## "What to give."

Is the question of the hour. The  
best gift for your wife is a Policy  
of Life Assurance. Clothes will  
wear out. A piano will get out  
of tune. Jewellery will become old  
fashioned. Bric-a-brac will break.  
Most things deteriorate with age,  
BUT NOT A POLICY OF  
LIFE ASSURANCE, the older  
IT gets, the more valuable it  
becomes.

THE EQUITABLE  
LIFE ASSURANCE SOCIETY  
OF THE  
UNITED STATES.

"Strongest in the World."

Apply (stating your age) for Particulars of the "Guaranteed  
Cash Value Policies" to the Society's Branch Office, No. 9,  
Praya, Hongkong.

F. KIRKE,

Acting Manager.

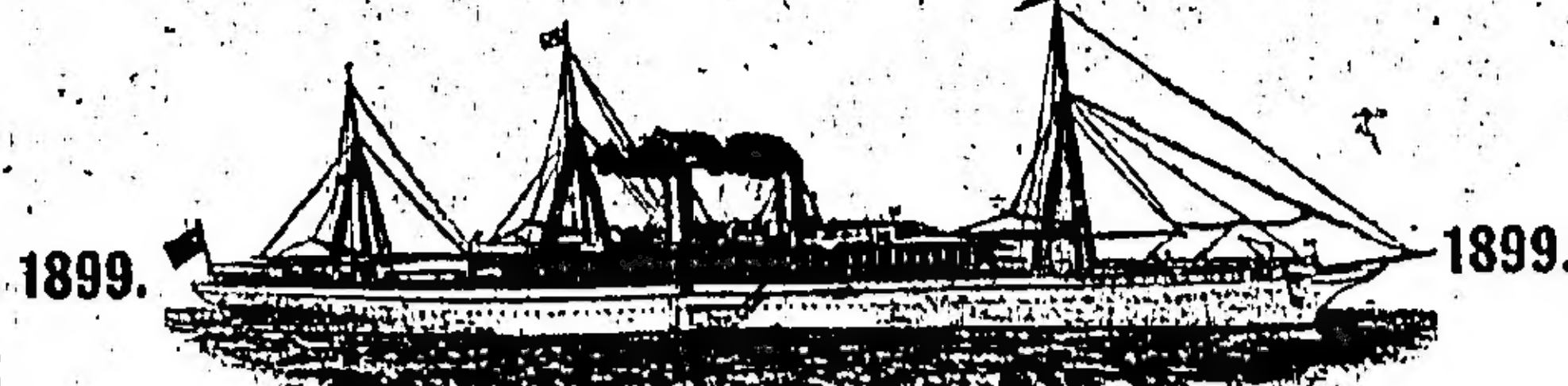
Hongkong, 11th December, 1899. [1532a]

**NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

**SIEMSEN & Co.**  
Hongkong, 28th May, 1899. [18]

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

**EMPEROR OF JAPAN**...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 20th Dec., 1899.  
**EMPEROR OF CHINA**...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th Jan., 1900.  
**EMPEROR OF INDIA**...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th Feb., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND  
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER  
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and  
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS  
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM  
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made  
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and to all principal points, and AROUND THE WORLD.  
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and  
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World's  
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. THOMAS, General Agent,  
Paddis Street.

Hongkong, 27th November, 1899.

NORTHERN PACIFIC  
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.

PROPOSED SAILINGS FROM  
HONGKONG.

FOR VICTORIA, B.C. AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

**Saint Irene**...[3,877] W. Atter... Dec. 20.  
**City of Dublin**...[3,328] J. R. Rae... Dec. 30.  
**Windsor**...[3,567] G. E. Elliott... Jan. 13.

ALSO  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVIGA-  
TION COMPANY.

**Nonmouthshire**...[2,874] W. A. Evans... Dec. 23.  
**Aberfeldie**...[3,777] J. Murray... Jan. 27.

THE attention of Passengers is directed to  
the very cheap rates offered by the Line,  
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables.  
DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY AND CASCADE MOUNTAINS.  
The YELLOWSTONE NATIONAL PARK route.  
Passengers to EUROPE may proceed by one of  
the first class ATLANTIC MAIL LINES.

## HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.  
Special rates allowed to members of Govern-  
ment Services.

Through Bills of Lading issued to Pacific  
Coast Points, and to Canadian and United  
States Ports.

Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Port-  
land, Or. (whichever may be the destination of  
the Steamer).

Parcels must be sent to our Office (with  
address marked in full) by 5 P.M., on the day  
previous to sailing.

For further information apply to  
**DODWELL & CO., LIMITED.**  
General Agents.

Hongkong, 1st December, 1899. [14]

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,  
HONOLULU and SAN FRANCISCO, The  
UNITED STATES, MEXICO, CENTRAL, and  
SOUTH AMERICA, &c.

**Strathgyle**...[5,023] about Dec. 30.  
**Carlisle City**...[3,002] about Jan. 10.  
**Belgian King**...[3,375] about Jan. 20.  
**Cornwallshire**...[2,925] about Jan. 31.

THE Steamship  
"STRATHGYLE"  
will be despatched for SAN DIEGO VIA  
KOBE, YOKOHAMA and HONOLULU,  
on SATURDAY, the 30th instant.

Through Bills of Lading issued to any point  
in the United States.

Cargo will be received on board until 5 P.M.  
the day previous to sailing. Parcel packages  
will be received at the OFFICE until the same  
time. All parcels should be marked to address  
in full. Value of same is required.

Consular Invoices, to accompany cargo des-  
tined to Points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.

For further information as to Freight or  
Passage, apply to  
**BUTTERFIELD & SWIRE**  
Agents,  
Hongkong, China and Japan.

Hongkong, 11th December, 1899. [1330]

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA  
AND EUROPE;  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
**Doric** (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu) ... Saturday, 23rd Dec.,  
at Noon.

**Catic** (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu) ... Saturday, 20th Jan.,  
1900, at Noon.

**Gaelic** (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu) ... Tuesday, 13th Feb.,  
1900, at Noon.

THE Company's Steamship  
"DORIC,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA & HONOLULU,  
on SATURDAY, the 23rd December, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France and Germany by all trans-Atlantic  
lines of the United States or Canada. Rates,  
and particulars of the various Routes may be ob-  
tained upon application.

Special rates (first class only) are granted  
to Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Passengers who have paid full fare, re-  
-embarquing at San Francisco for China or Port-  
land, (or vice versa) within one year, will be allowed  
a discount of 10 per cent. This allowance does  
not apply to through fares for China and Japan  
to Europe.

All PARCEL PACKAGES should be marked to  
address in full; and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.

Consular Invoices to accompany cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 30th November, 1899. [12]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL and  
AMERICAN PORTS.)

THE Steamship  
"COROMANDEL"  
Captain P. W. Vibert, R.N.R., carrying Her  
Majesty's Mails, will be despatched from this  
for BOMBAY, &c., on SATURDAY, the 23rd  
instant, at Noon, taking Passengers and  
Cargo for the above Ports.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

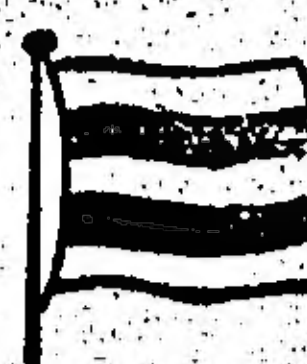
For further Particulars apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 9th December, 1899. [1330]

## Mails.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	DESTINATIONS.	SAILING DATES.
RIOJUN MARU..... J. W. Ekstrand.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI (WOOSUNG), Kobe and YOKOHAMA	TO-MORROW, 14th Dec., at 4 P.M.
HAKATA MARU..... F. L. Sommer.....	MARSEILLES, LONDON & ANT- WERP VIA SINGAPORE, PENANG, Colombo and Port Said.	FRIDAY, 15th Dec., at Noon.
KAGOSHIMA MARU..... R. N. Nippon.....	Kobe and YOKOHAMA	THURSDAY, 21st Dec., at 4 P.M.
YAWATA MARU..... A. E. Moses.....	NAGASAKI, Kobe, and YOKO- HAMA	SATURDAY, 23rd Dec., at 4 P.M.
FUTABA MARU..... J. Thom.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Dec., at 4 P.M.
AWA MARU.....	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 29th Dec., at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager.

Hongkong, 5th December, 1899.

[6]

## NORDDEUTSCHER

LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto,  
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK  
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KONIGSBERG..... Christiansen.....	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	14th December. Freight and Passage.
*SARNA..... Fuchs.....	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 7th January. Freight and Passage.
AMBRIA..... Burmeister.....	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 14th January. Freight.
WITTENBERG..... Madsen.....	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 20th January. Freight.
*SILESIA..... Behrens.....	MARSEILLES, HAVRE & HAMBURG. (LONDON with transshipment in HAMBURG)	About 30th January. Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and  
a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to  
**CARLOWITZ & Co.,**  
Agents.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
**NIPPON MARU** (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hono-  
lulu) ... Wednesday, 3rd Jan.,  
1900, at Noon.

**AMERICA MARU** (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hono-  
lulu) ... Saturday, 27th Jan.,  
1900, at Noon.

**HONGKONG MARU**  
(via Shanghai, Naga-  
saki, Kobe, Inland  
Sea, Yokohama and  
Honolulu) ... Thursday, 22nd Feb.,  
1900, at Noon.

THE Steamship  
"NIPPON MARU,"  
will be despatched for SAN FRANCISCO, VIA  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, on  
WEDNESDAY, the 3rd January, 1900, at Noon,  
taking Freight and Passengers for Japan,  
the United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France and Germany by all trans-Atlantic  
lines of the United States or Canada. Rates may be  
obtained upon application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the  
regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways, and from Chicago  
to destination the choice of direct lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted  
to Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services; to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. the same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 9th December, 1899. [1330]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
**China** (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu) ... Thursday, 21st Dec.,  
at Daylight.

THE Company's Steamship  
"CHINA,"  
will be despatched for SAN FRANCISCO,  
via SHANGHAI, NAGASAKI, KOBE,  
INLAND SEA, YOKOHAMA and HONO-  
LULU, on THURSDAY, the 21st instant,  
at Daylight.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France and Germany by all trans-Atlantic  
lines of the United States or Canada. Rates may be  
obtained upon application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the  
regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways, and from Chicago  
to destination the choice of direct lines.

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to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. the same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 9th December, 1899. [1330]



## Entertainments

**F. BLACKHEAD & CO.,**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS,  
PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.


SOLE AGENTS FOR  
**HARTMANN'S RAHTTEN'S GENUINE**  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAMMLER'S PATENT MOTOR  
LAUNCHES.

&c. &c. &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM,  
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P. & O. SPECIAL FLOUR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
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ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 14th May, 1866. [39]

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**EXTRA DRY**

Carte D'Or  
800  
Sillery  
Demi 800

  
TRADE MARK

Carte  
Blanche  
Chateau de  
Charmilles

**M. OPPENHEIMER & Co., Paris.**

**NOTICE.**  
THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

**JEYES**  
**FLUID**  
THE BEST  
DISINFECTANT


ANTISEPTIC SOAP

DISINFECTANT SOAP

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.  
**W. G. HUMPHREYS & Co.,**  
Bank Buildings

Hongkong, 9th March, 1867. 113


**CHS. J. GAUPP & CO.,**  
**CHRONOMETER, WATCH, and CLOCK**  
**MAKERS JEWELLERS, SILVER**  
**SMITHS, and OPTICIANS.**  
**CHARTS and BOOKS.**  
**NAUTICAL INSTRUMENTS**  
 Sole Agents for Louis Audeman's Watches  
 awarded the highest Prizes at every Exhibition,  
 and for Voigtlander and Sohn's  
**CELEBRATED OPERA GLASSES**  
**MARINE GLASSES and SPYGLASSES.**  
 Nos. 54 & 56, Queen's Road Central. 114



**SANITAS**  
THE GREAT DISINFECTANT

**SANITAS**  
THE GERMICIDE

**SANITAS**  
NON POISONOUS  
DOES NOT STAIN  
DISINFECTANT, ANTISEPTIC


  
**DISINFECTING**  
**FLUID.**  
 1/-  
 ALSO  
**POWDER,**  
**SOAPS,**  
**Sulphur (fumigating),**  
**Candles,**  
 AND  
**ALL KINDS OF**  
**DISINFECTANTS.**

"The best disinfectant" says the *Times* is now as great  
 "as to acceptance a remedy for the epidemic of  
 "is based on the fact, a cause of the people's health,  
 "and moreover active in its action."

LONDON, 1894.

**"How to Disinfect"**  
 Book sent FREE on application,  
 OF ALL CHEMISTS, AND  
**THE SANITAS Co., Ltd.,**  
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No. 6, Lee House Street, Praya Central.

Head Office—TOKIO.

Branch Office—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENSIN,

NEWCHANG and all Ports in JAPAN.

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Kandala Coal Mines.

Yoshinotani Coal Mines.

Ohnoura Coal Mines.

No. 1, Ohtsuji Coal Mines.

Ichimura Coal Mines.

Yoshino Coal Mines.

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Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kaneaguchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Mitsui Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUI BUSSAN KAISHA,

M. FUJISE,

Manager.

Hongkong, 13th December, 1899.

## SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898.

## DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 4, Queen's Road Central.

Hongkong, 13th March, 1899.

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the

OWNERS will be RESPONSIBLE for any

DEBT contracted by the Officers or the Crews

of the following Vessels during their stay in

Hongkong Harbours—

REUCIE, American ship, D. Whitmore—Standard

Oil Co.

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Angus, Mrs. John

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Barlow, Mr. B. J.

Black, Mr. W. M.

Blackburn, Com. R. N.

Botzenheim, Mr. and

Mrs. A. J.

Branch, Mr. J. W.

Brown, Mr. B.

Browlow, Mr. E. O.

Brusse, Mr. G.

Burgdorf, Mr. T. F.

Carter, Mr. A. B.

Clark, Dr. and Mrs. F.

Cluniffe, Miss

Davis, Miss

Delaniche, Mr.

Denniche, Mr. P. C.

Douglas, Mr. R. H.

Drew, Mr. C. H.

Drum, Miss

Elliott, Mr. and

Mrs. J. H.

Farrell, Mrs. and child

Focken, Miss

Foulds, Dr. and Mrs.

Fueckel, Mr. W.

Gibson, Mr. and Mrs.

Gleeson, Mr. and Mrs.

Goddard, Capt.

Goldman, Mr.

Griffin, Major and Mrs.

Groves, Mrs.

Haeislof, Miss

Hall, Mr. R. J.

Hannan, Mr. S.

Holcomb, Mr. C. H.

Home, Staff-Surg. and

Mrs. W. E.

Howard, Mr. T.

Jackson, Mrs.

Jeffrey, Major &amp; Mrs.

Kahn, Mr. and Mrs.

Katch, Mr. E. A.

Kirkwood, Mr. J.

Langer, Mr. M. N.

Lawson, Mr. H.

Leggatt, Mr. E. A.

Levy, Mr. L. A.

Lichfield, Mr. E. H.

Macleod, Mr. H. A.

Macmillan, Mr. A. G.

Maloney, Mr. D. F.

Manley, Mr. W. V.

Mar, Madame &amp; maid

Mayston, Mr. J. V.

McCrackin, Mrs. and

child

McGill, Mr. W. E.

McKay, Mr. T. D. and

valet

McLeod, Mr. and Mrs.

Mellon, Mr. and Mrs.

Milton, Mr. and Mrs.

Mills, Mr. S. F.

Mitchell, Mr. Chas. J.

Morrison, Mrs. F.

Murphy, Mr. E. O.

Naylor, Mr. C.

O'Neill, Mr. J. J.

Pando, Mr. M.

Parfitt, Mr. W.

Perry, Mr. J. C.

Pich, Mr. A.

Raggs, Mr. S.

Reeves, Mr. S.

Richardson, Mr. and

Mrs. C. E.

Richardson, Miss

Robinson, Mr. G. E.

Robins, Mr. S. J.

Roder, Mr. Thos.

Rolph, Mr. R. T.

Roach, Mr. E.

Savoyet, Mr. E.

Selbig, Miss R.

Simmons, Mr. H.

Smythe, Mr. A. J.

Hamilton

Spat, Mr. G.

Steger, Mr. M.

Steisen, Mr. and Mrs.

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Tanant, Mr. C.

Taylor, Mr. B.

Taylor, Mr. H. J.

Thomas, Mr. H. M.

Tibbey, Mr. C.

Trigbahl, Mr.

Vaughan, Mr. H. S.

Waggon, Mr. G.

Waldow, Mr. R.

Walling, Mr. and Mrs.

B. T. and child

Wertheimer, Mrs. S.

Whitely, Mr. &amp; Mrs. W.

Whitely, Miss

Whitlow, Mr. and Mrs.

A. W.

Wild, Mr. and Mrs.

Wilder, Mr. and Mrs.

J. H.

Willard, Mr. E. S.

Williamson, Mrs. J.

Worfield, Mr. and Mrs.

Zuniga, Mr. J. M. de

McKay, Mr. T. D. and

valet

McLeod, Mr. and Mrs.

Mellon, Mr. and Mrs.

Milton, Mr. and Mrs.

Mills, Mr. S. F.

Mitchell, Mr. Chas. J.

Morrison, Mrs. F.

Murphy, Mr. E. O.

Naylor, Mr. C.

O'Neill, Mr. J. J.

Pando, Mr. M.

Parfitt, Mr. W.

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Pich, Mr. A.

Raggs, Mr. S.

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Richardson, Mr. and

Mrs. C. E.

Richardson, Miss

Robinson, Mr. G. E.

Robins, Mr. S. J.

Roder, Mr. Thos.

Rolph, Mr. R. T.

Roach, Mr. E.

Savoyet, Mr. E.

Selbig, Miss R.

Simmons, Mr. H.

Smythe, Mr. A. J.

Hamilton

Spat, Mr. G.

Steger, Mr. M.

Steisen, Mr. and Mrs.

Tamagawa, Mr. K.

Tanant, Mr. C.

Taylor, Mr. B.

Taylor, Mr. H. J.

Thomas, Mr. H. M.

Tibbey, Mr. C.

Trigbahl, Mr.

Vaughan, Mr. H. S.

Waggon, Mr. G.

Waldow, Mr. R.

Walling, Mr. and Mrs.

B. T. and child

Wertheimer, Mrs. S.

Whitely, Mr. &amp; Mrs. W.

Whitely, Miss

Whitlow, Mr. and Mrs.

A. W.

Wild, Mr. and Mrs.

Wilder, Mr. and Mrs.

J. H.

Willard, Mr. E. S.

Williamson, Mrs. J.

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(December 13th.)

Companies.

Paid up

Capital.

Latest

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\$125 349% premium

The Bank of China

&amp; Japan, Limited

(Preference).....

\$ 5 Nominal

The Bank of China

&amp; Japan, Limited

(Ordinary).....

\$ 4 1/2 buyers

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&amp; Japan, Limited

(Deferred).....

\$ 1 1/2 buyers

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China, Ltd. Founders

Do.....

\$ 1 1/2 \$20

\$ 2 1/2 \$30

## Marine Insurance.

Union Ins. Society of

Canton, Ltd.....

\$ 50 \$240

China Traders' Ins.

Co., Ltd.....

\$ 25 \$58

North China Ins. Co.,

Ltd.....

\$ 25 Tls. 190

Yangtze Ins. Assoc.,

Ltd.....

\$ 60 \$110

Canton Ins. Office,

Ltd.....

\$ 50 \$130

Straits Ins. Co., Ltd.,

Ltd.....

\$ 20 \$24

## Fire Insurance.

Hongkong Fire Ins.

Co., Ltd.....

\$ 50 \$327

China Fire Ins. Co.,

Ltd.....

\$ 20 \$88 buyers

## Shipping.

Hongkong, Canton, &amp;

Macao Steamship

Co., Limited.....

\$ 15 \$31

Indo-China Steam

Navigation Co., Ltd.

China &amp; Manila S.S.

Co., Ltd.....

\$ 30 \$90

Douglas Steamship

Co., Ltd.....

\$ 50 \$48

China Mutual S. N.

Co., Ltd. (Pref.).....

\$ 10 \$9.15 buyers

China Mutual S. N.

Co., Ltd. (Ord.).....

\$ 10 \$9 buyers

China Mutual S. N.

Co., Ltd. (Ord.).....

\$ 5 \$5

Star Ferry Co., Ltd.

Shell Transport &amp;

Trading Co., Ltd.....

\$ 100 \$240

## Refineries.

China Sugar Refining

Co., Ltd.....

\$ 100 \$121

Luzon Sugar Refining

Co., Ltd.....

\$ 100 \$47

## Mining.

Punjom Mining Co.,

Ltd.....

\$ 6 \$74

Punjom Mining Pre-

ference Shares.....

\$ 1 \$1.30

Societe Francaise des

Charbonnages du

Tonkin.....

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Queensland Lignite

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Ltd.....

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Ramb. Altin Gold

Mining Co., Ltd.....

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